

A. DEIS COMMENT PERIOD AND PUBLIC HEARING**1. Oral Testimony**

The following summarizes the verbal comments received at the Public Hearing and responses by the Project Team:

Speaker 1: Richard Alan
President of Commissioners and Resident
205 Market Street
Brookeville, MD 20833

Comment: Mr. Allan stated that the town of Brookeville's message is build a bypass now, locate it west of town, and take all due care to use whatever necessary resources available to mitigate socioeconomic, cultural and natural environmental impacts that might result. The bypass is crucial to the future of the town and its residents. Without the bypass, the town of Brookeville would be utterly consumed by commuter and truck traffic gridlock with all its safety and health implications. The town commissioners believe that Alternate 7 represents the preferred placement or location for the bypass. The Commissioners also specifically note their support of a roundabout at grade at Brookeville Road that would assure smooth east/west and northwest traffic flow.

Response 1: Mr. Alan's support for Alternate 7 has been noted. As a result of public and agency comments, Alternate 7 was initially identified as the SHA Preferred Alternate. Subsequent to the Public Hearing, further studies were developed regarding the Newlin/Downs Mill Complex archeological site located within the historic district south of Brookeville Road. As a result of the Phase II archeological findings, Alternate 7 Modified was developed to minimize impacts to the archeological site. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town.

Speaker 2: Robert Heritage
Brookeville, MD 20833

Comment: Mr. Heritage commented that he feels traffic congestion has grown worse in the 28 years he has lived in Brookeville. Many trucks are unable to make the corner turn going down MD 97 without going over the curb into High Street. He is a town commissioner, and is in complete agreement with President Alan. He stated that the No-Build Alternate should be considered a no-brainer.

Response 2: Mr. Heritage's support for Alternate 7 has been noted. As a result of public and agency comments, Alternate 7 was initially identified as the SHA Preferred Alternate. Subsequent to the Public Hearing, further studies were developed regarding the Newlin/Downs Mill Complex archeological site located within the historic district south of Brookeville Road. As a result of the Phase II archeological findings, Alternate 7 Modified was developed to minimize impacts to the archeological site. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town.

Although the No-Build Alternate would not met the project needs stated above, it was carried forward for detailed study to provide a benchmark for comparison in the analysis of other alternates.

Speaker 3: Clyde Unglesbee
20 High Street
Brookeville, MD 20833

Comment: Mr. Unglesbee stated that he agrees with Mr. Alan and Mr. Heritage. Alternate 7 is best solution for Brookeville Bypass – as soon as possible. Alternate 7 is least costly, least opposition, and less effect on homes. Concerned that the school buses have to back down Brookeville hill because an 18-wheeler is coming down, which a safety issue. Mr. Unglesbee also provided a chronological history of the project, stressing that planners in the 1950s saw a need for a bypass, and that it is time to stop studying and to put this project into a funding climate so that it can be built, so that future generations will not have to endure decades of further study.

Response 3: Mr. Unglesbee's support for Alternate 7 has been noted. As a result of public and agency comments, Alternate 7 was initially identified as the SHA Preferred Alternate. Subsequent to the Public Hearing, further studies were developed regarding the Newlin/Downs Mill Complex archeological site located within the historic district south of Brookeville Road. As a result of the Phase II archeological findings, Alternate 7 Modified was developed to minimize impacts to the archeological site. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town.

Speaker 4: Ralph Leslie
Shady View Lane
Brookeville, MD 20833

Comment: Mr. Leslie stated that he is opposed to the No-Build Alternate, and supports any of the options except Alternate 5C, due to cost.

Response 4: Mr. Leslie's opposition to the No-Build Alternate and Alternate 5C has been noted. As a result of public and agency comments, Alternate 7 was initially identified as the SHA Preferred Alternate. Subsequent to the Public Hearing, further studies were developed regarding the Newlin/Downs Mill Complex archeological site located within the historic district south of Brookeville Road. As a result of the Phase II archeological findings, Alternate 7 Modified was developed to minimize impacts to the archeological site. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town.

Although the No-Build Alternate would not meet the project needs stated above, it was carried forward for detailed study to provide a benchmark for comparison in the analysis of other alternates. The estimated costs of the SHA Selected Alternate 7 Modified is 12.5 million dollars compared to 12.4 million for Alternate 7, and 34.5 million for Alternate 5C.

Speaker 5: John Parrish
9009 Fairview Road
Brookeville, MD 20833

Comment: Mr. Parrish emphasized the importance of choosing an alignment that emphasizes forest protection, particularly that forest that is supposed to be protected within parklands. Mr. Parrish stated that several American Chestnuts occur on the south side of Brookeville Road on bluff, if not in the alignment, very close to it. Regarding the 4(f) evaluation, Mr. Parrish stated there are more impacts from Alternate 5C east of town than any of the western alternatives. He stated there are greater floodplain, parkland, stream crossings, and rare, threatened and endangered species impacts on the east side when compared to the west, and he encourages that environmental factors be given serious consideration when choosing final alternate. From an environmental and Section 4(f) standpoint, 5C would seem to be the alternate to choose. Of the western alignments, he prefers that Alternate 8B be chosen because it provides a larger and safer corridor for wildlife passage. He supports a bypass and hopes that something is built with as much balance with the environment as possible.

Response 5: Mr. Parrish's support for the bypass has been noted. As a result of public and agency comments, Alternate 7 was initially identified as the SHA Preferred Alternate. Subsequent to the Public Hearing, further studies were developed regarding the Newlin/Downs Mill Complex archeological site located within the historic district south of Brookeville Road. As a result of the Phase II archeological findings, Alternate 7 Modified was developed to minimize impacts to the archeological site. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town.

Mitigation for loss of vegetation would be addressed through a the Maryland Reforestation State Law. The SHA would coordinate with the M-NCPPC to identify viable areas for reforestation including areas within Reddy Branch Stream Valley Park. None of the Build Alternates would impact any endangered or threatened plant or animal species. The US Fish and Wildlife Service (USFWS) confirmed that no federally-listed or proposed for listing endangered or threatened species in the project area. There are two-watch list species, Shingle Oak and American Chestnut, located within the project area. In addition, DNR, Wildlife and Heritage Division reported no records for federal or state rare, threatened, or endangered plants or animals in the project area.

Alternate 8B was not selected in order to minimize impacts to the Newlin/Downs Mill Complex archaeological site and minimize adverse effects on the Brookeville Historic District. The SHA Selected Alternate 7 Modified includes a design recommendation for wildlife passage along Reddy Branch and have been concurred with by the regulatory resource agencies as explained in Section II of the FEIS. The Section 4(f) Evaluation (Section V) explains why SHA's Selected Alternate is the overall least impactful alternate and identifies the proposed measures to mitigate Section 4(f) impacts.

Speaker 6: Karen Montgomery
211 Market Street
Brookeville, MD 20833

Comment: Ms. Montgomery stated that the vibration shakes her windows and foundation, and that the traffic has increased in the 22 years she has been a resident. Ms. Montgomery entered photos of accident victims into public record. In addition, she stated her support for Alternate 7.

Response 6: Ms. Montgomery's support for Alternate 7 has been noted. As a result of public and agency comments, Alternate 7 was initially identified as the SHA Preferred Alternate. Subsequent to the Public Hearing, further studies were developed regarding the Newlin/Downs Mill Complex archeological site located within the historic district south of Brookeville Road. As a result of the Phase II archeological findings, Alternate 7 Modified was developed to minimize impacts to the archeological site. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town.

Speaker 7: Mike Jamgotion
19617 Islander Street
Olney, MD 20832

Comments: Mr. Jamgotion provided comments on the No-Build Alternate, Alternates 7, 8A and 8B and their evaluation in the DEIS. He believes that SHA failed to meet high level

of detail required by the National Environmental Policy Act and that the Environmental Impact Statement should be revised.

Response 7: The No-Build Alternate, Alternate 7, Alternate 8A, Alternate 8B and Alternate 5C are all considered feasible alternatives under the National Environmental Policy Act laws, which require any transportation projects receiving federal funding to investigate all reasonable alternates that avoid or minimize impacts to environmental, natural and social economic resources (i.e., historic district, parks, streams, woodland, endangered species, environmental justice, etc...). In addition, the MD 97 Brookeville Project has been completed in accordance with the Maryland Streamlined Environmental and Regulatory Process that requires agency coordination and concurrence/comment for Purpose and Need, Alternates Retained for Detailed Study and the Selected Alternate and Mitigation Package as explained in Section II. Agency comments on the DEIS have been addressed as noted in Section VI-B.

As a result of public and agency comments, Alternate 7 was initially identified as the SHA Preferred Alternate. Subsequent to the Public Hearing, further studies were developed regarding the Newlin/Downs Mill Complex archeological site located within the historic district south of Brookeville Road. As a result of the Phase II archeological findings, Alternate 7 Modified was developed to minimize impacts to the archeological site. The modified alignment was presented at the January 2002 Inter Agency Review meeting. An agency field view occurred on September 20, 2002. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town.

Speaker 8: Todd Vangelder
306 Market Street
Brookeville, MD 20833

Comments: Mr. Vangelder stated his opposition to the No-Build Alternate. He urged that the bypass be built quickly.

Response 8: Mr. Vangelder's support for the bypass and opposition to the No-Build Alternate has been noted. Although the No-Build Alternate would not meet the project needs stated above, it was carried forward for detailed study to provide a benchmark for comparison in the analysis of other alternates. The MD 97 Brookeville Project has been funded for Project Development at this time. Project design and construction will occur as funds become available.

Speaker 9: Robert Crawl
19421 Rena Court
Brookeville, MD 20833

Comments: Mr. Crawl expressed endorsement of Alternate 7 on behalf of Keith Snyder, President of the Olney Village Civic Association, David Buvet, a resident of Rena

Court, and the majority of the Olney Village Civic Association. It is their opinion that Alternate 7 will best address concerns regarding light and sound issues, minimize environmental impact, and serve the interest of the Olney/Brookeville communities.

Response 9: Mr. Crowl's support of Alternate 7, on behalf of the Olney Village Civic Association has been noted. As a result of public and agency comments, Alternate 7 was initially identified as the SHA Preferred Alternate. Subsequent to the Public Hearing, further studies were developed regarding the Newlin/Downs Mill Complex archeological site located within the historic district south of Brookeville Road. As a result of the Phase II archeological findings, Alternate 7 Modified was developed to minimize impacts to the archeological site. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town. Section IV (Environmental Consequences) and Section V (Section 4(f) Evaluation) include discussions of resource impacts and appropriate mitigation.

Speaker 10: Martha Rockshaw
2710 Lubar Drive
Brookeville Farms
Brookeville, MD 20833

Comments: Ms. Rockshaw stated her opposition to Alternate 5 due its high cost and its negative impact to her neighborhood, Brookville Farms.

Response 10: Ms. Rockshaw's opposition to Alternate 5C has been noted. As a result of public and agency comments, Alternate 7 Modified is the SHA Selected Alternate. Alternate 5C was not selected because of substantially higher project cost, public opposition, and greater socio-economic, environmental, and cultural resource impacts. Table ES-1 provides a comparison of impacts for the projects alternates. Section IV (Environmental Consequences) and Section V (Section 4(f) Evaluation) include discussions of resource impacts and appropriate mitigation.

The SHA Selected Alternate will not impact Brookeville Farms.

Speaker 11: Ryan Rockshaw
2710 Lubar Drive
Brookeville Farms
Brookeville, MD 20833

Comment: Mr. Rockshaw stated that he opposed to Alternate 5C for the following reasons: it would interfere with the school bus route for Brookeville Farms; he would have to go under two major bypasses to get to his friend's house in other sections of the neighborhood; there would be more pollution; it would go through animal habitats and forests, and lost people might venture into the neighborhood creating more traffic. If a bypass is necessary, Mr. Rockshaw supports Alternate 7 because it would

interfere the least with community and historic sites, and it would produce fewer intersections.

Response 11: Mr. Rockshaw's opposition to Alternate 5C has been noted. As a result of public and agency comments the western, Alternate 7 alignment was initially identified as the SHA Preferred Alternate. Subsequent to the Public Hearing, further studies were developed regarding the Newlin/Downs Mill Complex archeological site located within the historic district south of Brookeville Road. As a result of the Phase II archeological findings, Alternate 7 Modified was developed to minimize impacts to the archeological site. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town.

The SHA Selected Alternate is to the west of the Town of Brookeville and will not interfere with school bus access to Brookeville Farms. Access to the Town of Brookeville from the SHA Selected Alternate will be limited to two roundabouts, one at the southern tie-in with Georgia Avenue, and the other at Brookeville Road. See Section II for additional details. Section IV (Environmental Consequences) and Section V (Section 4(f) Evaluation) include discussions of resource impacts and appropriate mitigation. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town.

Speaker 12: Dottie Atterback
2712 Lubar Drive
Brookeville Farms
Brookeville, MD20833

Comments: Ms. Atterback stated her opposition to Alternate 5C because it would greatly impact Brookeville Farms by alienating Lubar Drive from the rest of the neighborhood. She stated that she doesn't want her children waiting for the school buses during rush hour, or an alternate that runs through the creek her children explore in. She stated she hopes SHA does not approve a plan that costs two times what Alternate 7 and 8 cost and be willing to displace five families. She stated please abolish Alternate 5C in favor of Alternate 7.

Response 12: Ms. Atterback's opposition to Alternate 5C has been noted. See Response #10 and #11. Also, the SHA Selected Alternate will cross Reddy Branch to the west of Brookeville and design will include mitigation coordinated with resource agencies including stream restoration and creation of wetlands along Reddy Branch to the east of Brookeville. Section IV (Environmental Consequences) and Section V (Section 4(f) Evaluation) include discussions of resource impacts and appropriate mitigation.

Speaker 13: Michael Wiezcinski
2706 Lubar Drive
Brookeville Farms
Brookeville, MD 20833

Comments: Mr. Wiezcinski opposes Alternate 5C for his following reasons: significant loss of forests area will occur, thereby allowing a view of the overpass structures; traffic traveling 40 to 50 miles an hour would be within 200 feet of our residence; noise levels would be extremely high; largest cumulative environmental impact; not cost effective from taxpayers perspective; and his quality of life will be lost.

Response 13: Mr. Wiezcinski's opposition to Alternate 5C has been noted. As a result of public and agency comments, Alternate 7 Modified is the SHA Selected Alternate. Alternate 5C was not selected because of substantially higher project cost, public opposition, and greater socio-economic, environmental, and cultural resource impacts. Table ES-1 provides a comparison of impacts for the projects alternates. Section IV (Environmental Consequences) and Section V (Section 4(f) Evaluation) include discussions of resource impacts and appropriate mitigation.

Speaker 14: Adam Sachs
20300 Lubar Way
Brookeville Farms
Brookeville, MD 20833

Comments: Mr. Sachs expressed his opposition to Alternate 5C due to the negative impact on Brookeville Farms and to its high cost.

Response 14: Mr. Sachs' opposition to Alternate 5C has been noted. See Response #10.

Speaker 15: Janet Bovey
19432 Rena Court
Brookeville, MD 20833

Comments: Ms. Bovey stated that there is a need for the bypass. Regarding Alternate 7, Ms Bovey stated that a western bypass would bring a great deal of noise and air pollution into many families' backyards. Should Alternate 7 be chosen, every possible measure and precaution should be taken to avoid negatively impacting citizens' welfare. The State of Maryland should provide a guarantee that the construction of sound barriers, aesthetically pleasing sound buffering landscaping and any other measures that will reduce if not eliminate noise and air pollution effects from the highway.

Response 15: Ms. Bovey's support for the bypass has been noted. As a result of public and agency comments, the western Alternate 7 Modified alignment is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town. Table ES-1 provides a comparison of impacts for the alternates considered for the project.

None of the alternates would result in any violation of the state and national ambient air quality standards for carbon monoxide. The SHA noise policy cost per residence criteria is exceeded at all noise sensitive areas modeled. A final decision regarding noise abatement measures will be will occur during the design phase of the project. See Chapter IV.K (Air Quality) and IV.L (Noise Impact Assessment) for additional discussions. Section IV (Environmental Consequences) and Section V (Section 4(f) Evaluation) include discussions of resource impacts and appropriate mitigation.

Speaker 16: John O'Loughlin
20521 Riggs Hill Way
Brookeville Farms
Brookeville, MD 20833

Comments: Mr. O'Loughlin stated that there is a need for the bypass, but that it should be done in a way that does not encourage more traffic and sprawl north of town. He feels that the No-Build Alternate should no longer be considered. Mr. O'Loughlin stated that the eastern bypass should be rejected because although the idea has been discussed for 30 years, the state made no provisions for preserving right-of-way on the eastern side. Alternate 5C is being squeezed through Brookeville Farms and the only place to go is the very same woods that were preserved. It doesn't make sense to use protected forested land that the developer of Brookeville Farms wasn't allowed to use. Regarding the western bypasses, Mr. O'Loughlin referenced a March 1999 letter from Governor Glendening to Isaiah Legitt, who was at that time council president, that states that the county must not let the bypass encourage sprawl and no access, widening or connection to the bypass is allowed. Alternate 7 and 8A do not conform to this latter requirement because they both connect with Brookeville Road, where a roundabout will make it easier for east/west traffic to come through this part of the county. Of all the western options, Mr. O'Loughlin supports Alternate 8B because it conforms to the governor's prerequisites while still being cost effective, minimizes detrimental impacts, and does not invite additional east/west traffic.

Response 16: Mr. O'Loughlin's support for Alternate 8B and his opposition to the No-Build Alternate and Alternates 5C, 7 and 8A have been noted. As a result of public and agency comments, the western Alternate 7 Modified alignment is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town. Table ES-1 provides a comparison of impacts for the alternates considered for the project.

In order for the MD 97 Brookeville Project to proceed after the Smart Growth and Neighborhood legislation, the Smart Growth criteria developed by the Governor's office was incorporated into the early stages of project development. As a result, roundabouts were developed for the projects alternates as a method to calm traffic and limit traffic growth.

Section II provides descriptions of the project alternates including access and Smart Growth. The Maryland Department of Planning (MDP) has concurred with SHA

selection of Alternate 7 Modified and commented that the Selected Alternate 7 Modified best minimizes the potential of encouraging secondary sprawl development while meeting the Purpose and Need of the MD 97 Brookeville Project. MDP supports the Smart Growth criteria listed in the Executive Summary and has recommended that Maryland Department of Transportation, SHA and MDP discuss the steps necessary for submittal of this project to the State Board of Public Works.

The Maryland Department of Planning (MDP) has concurred with the SHA selection of Alternate 7 Modified and commented that the Selected Alternate 7 Modified best minimizes the potential of encouraging secondary sprawl development while meeting the Purpose and Need of the MD 97 Brookeville Project. MDP supports the Smart Growth criteria listed in the Executive Summary and has recommended that Maryland Department of Transportation, SHA and MDP discuss the steps necessary for submittal of this project to the State Board of Public Works.

Speaker 17: Russ Smith
20303 Lubar Way
Brookeville Farms
Brookeville, MD 20833

Comments: Mr. Smith stated that he is opposed to Alternate 5C due to cost and impacts.

Response 17: Mr. Smith's opposition to Alternate 5C has been noted. See Response # 10 and #13.

Speaker 18: Resa Rockshaw
2710 Lubar Drive
Brookeville Farms
Brookeville, MD 20833

Comments: Ms. Rockshaw stated that she supports Alternate 7 and opposes Alternate 5C.

Response 18: Ms. Rockshaw's support of Alternate 7 and her opposition to Alternate 5C has been noted. See Response #1, # 10, and #13.

Speaker 19: Bill Wagner
210 Market Street
Brookeville, MD 20833

Comments: Mr. Wagner expressed his concerns and frustration regarding existing in-town traffic congestion and how unsafe it is. He stated that he is opposed to the No-Build Alternate and supports Alternate 7.

Response 19: Mr. Wagner's support for Alternate 7 and his opposition to the No-Build Alternate have been noted. As a result of public and agency comments, Alternate 7 was initially identified as the SHA Preferred Alternate. Subsequent to the Public Hearing, further studies were developed regarding the Newlin/Downs Mill Complex archeological site located within the historic district south of Brookeville Road. As a result of the Phase II archeological findings, Alternate 7 Modified was developed to minimize impacts to the archeological site. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town. Although the No-Build Alternate would not meet the project needs stated above, it was carried forward for detailed study to provide a benchmark for comparison in the analysis of other alternates.

Speaker 20: Randall Sands
20504 Riggs Hill Way
Brookeville Farms
Brookeville, MD 20833

Comments: Mr. Sands does not support any alternative for the bypass at the present time. He stated that he understands that a solution such as a bypass is needed for the problems in the Town of Brookeville, but that the impact on the surrounding communities need to be considered as well. Mr. Sands feels that any decisions on a bypass should wait until after the Bordley Drive extension work is completed, so that real traffic data and patterns of traffic flow are known.

Response 20: Mr. Sands' support for a transportation solution at a later date has been noted. The purpose of the Bordley Drive improvements is to provide vehicle east-west traffic movement for local users primarily from the expanding residential community it traverses and lessen local commuter traffic in the Town of Brookeville. The purpose of the MD 97 Brookeville Project is to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town as concluded in Section I. Section IV (Environmental Consequences) and Section V (Section 4(f) Evaluation) include discussions of resource impacts and appropriate mitigation. Please also refer to Response #7.

Speaker 21: Chris Scanlon
Chairperson, Brookeville Planning Commission
1212 Market Street
Brookeville, MD 20833

Comments: Mr. Scanlon stated that he supports the selection of one of the western bypass alignments. He commented on the need for the project due to traffic congestion, safety concerns, and the preservation of the historic nature of the town.

Response 21: Mr. Scanlon's support of a western alignment has been noted. As a result of public and agency comments, Alternate 7 was initially identified as the SHA Preferred Alternate. Subsequent to the Public Hearing, further studies were developed regarding the Newlin/Downs Mill Complex archeological site located within the historic district south of Brookeville Road. As a result of the Phase II archeological findings, Alternate 7 Modified was developed to minimize impacts to the archeological site. Alternate 7 Modified is the SHA Selected Alternate, which is expected to remove the continually increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town.

Speaker 22: Lynn Fields
4410 Brookeville Road
Brookeville, MD 20833

Comments: Ms. Fields expressed her support for Alternate 8B because it will bypass the town of Brookeville and give the town the result it wants by allowing north/south traffic on Route 97 to bypass the town by placing a roundabout north of Brookeville Road and a bridge over Brookeville Road; the character of the road will be preserved as much as possible, and further use of an east/west commuter route will not be unnecessarily encouraged. She stated that either Alternate 7 or 8A would meet the town's needs without placing a roundabout on Brookeville Road and encouraging further use of the road.

Response 22: Ms. Fields' support for Alternate 8B is noted. Alternate 8B was not identified as SHA Selected Alternate because of higher cost, environmental impacts, and the impact to the view-shed of the historic district resulting from the grade separation over Brookeville Road. The elevated structure is within sight distance from the historic district; a concern expressed by many citizens of Brookeville. Cost for Alternate 8B is approximately \$5 million greater than Alternate 7. Table ES-1 provides a comparison of the alternates considered for the project and Section II describes the alternates including access and Smart Growth.

The Maryland Department of Planning (MDP) has concurred with the SHA selection of Alternate 7 Modified and commented that the Selected Alternate 7 Modified best minimizes the potential of encouraging secondary sprawl development while meeting the Purpose and Need of the MD 97 Brookeville Project. MDP supports the Smart Growth criteria listed in the Executive Summary and has recommended that Maryland Department of Transportation, SHA and MDP discuss the steps necessary for submittal of this project to the State Board of Public Works.

Commenter #1

Response to Commenter #1

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/ OR COMMENTSMD 97 BROOKESVILLE TRANSPORTATION PROJECT
PROJECT NO. MO748B11Location/Design Public Hearing
Wednesday, October 3, 2001
5:30 P.M.Rosa M. Parks Middle School
19200 Olney Mill Road
Olney MD 20832Maryland Department of Transportation
State Highway Administration

November 5, 2001

Mr. and Mrs. Hansen
19625 Islander Street
Olney MD 20832

Dear Mr. and Mrs. Hansen:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting Alternate 7 and concerns about the project in general have been noted.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, October 3, 2001.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmelella T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division
cc: Ms. Carmelella Harris, Project Manager, State Highway Administration
Mr. Darrell Sacks, Environmental Manager, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll FreeMailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 212022
1

PLEASE PRINT NAME Timothy Hansen/Karen Hansen DATE 10/7/01
ADDRESS 19625 Islander St.
CITY Olney STATE MD ZIP 20832

I/we wish to comment or inquire about the following aspects of this project:

We assume that the "no build" option is not truly being considered due to heavy traffic element from development in Howard County. We don't believe that an Eastern bypass will be considered due to cost (although however built on that alignment with full knowledge of that possibility). It appears that only Western bypass alignments will be seriously considered. Among these alternatives 7 appears to be the best choice. It is the cheapest and seemingly would impact neighborhoods and the environment the least. Alternate 2A seems to be expensive, then construction, even so, way that would impact traffic through peak volume. Alternate 8A utilizes historic farmland and is too close to the Islander Street neighborhood. Alternatives 9C.

The political machinations that has led to this final planning phase were neither fair nor exemplified an impartial leadership. I wonder if residents were systematically excluded or not informed of meeting and therefore denied effective input. My dream is to build a road in your back yard some time!

☐ Please add my/our name(s) to the Mailing List.☐ Please delete my/our name(s) from the Mailing List

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

October 3, 2001 Location/Design Public Hearing

Commenter #2

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/ OR COMMENTS

MD 97 BROOKEVILLE TRANSPORTATION PROJECT
PROJECT NO. MO746B11

PROJECT NO. MO746B11

Location/Design Public Hearing
Wednesday, October 3, 2001
5:30 P.M.

Rosa M. Parks Middle School
19200 Olney Mill Road
Olney MD 20832

NAME JOHN HARTINGER DATE 10/3/2001
 PLEASE ADDRESS 19620 ISLANDER ST
 PRINT CITY OLNEY STATE MD ZIP 20832

I/we wish to learn more about the following aspects of this project:

I/We wish to learn more about the following aspects of this project:

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

October 3, 2001 Location/Design Public Hearing

Several points & a recommendation:

- Since the inception of this project the East intensive alignment (spreading wetlands, environmental and wildlife impact) was an Eastern alignment. Subsequent reviews & redefinitions apparently have reduced the impacted areas on the Western side. Also, a major blamish on the State & County, process remains that developments on the eastern side was encouraged & permitted while the by laws were under study.

- During previous public hearings, public officials have stated that the expansion of Route 97 will not have a direct impact on necessary traffic. Most would study disagree - it will influence traffic flow from Howard + Daniel Counties

Thousands of Almy residents will be negatively impacted by a western alignment - noise - environmental quality - loss of wetlands/wildlife
If your agency is charged with developing a responsible program that does the greatest good with the least negative impact. Residents of Almy have been on record with petitions & testimony that a western alignment is the least acceptable.

an argument is deemed necessary - [a 110-build with a strapping of the intertext in Goodhouse. I mean an option] the one with the best negative impact should be selected

- Alternate 5^d - Eastern alignment would be most acceptable to Dwyer Hill / Brookville Mill residents of the options
- Alternate 7 would be the least offensive western alignment

alternate SB is TOTALLY unacceptable & should be removed from consideration. A bridge will have many negative impacts on those nearby residents who would endure the structure. Other alternatives (#7, is far superior.

Response to Commenter #2

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
 Governor
 John D. Porcari
 Secretary
 Parker F. Williams
 Administrator

November 5, 2001

Mr. John Hartinger
 19620 Islander Street
 Olney MD 20832

Mr. John Hartinger
 Page Two

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us.

Dear Mr. Hartinger:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting Alternate 5C as the most acceptable eastern alignment and Alternate 7 as the least offensive western alignment have been noted.

The purpose of the MD 97 Brookeville project is to remove the increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, October 3, 2001.

The No-Build Alternate remains a valuable alignment throughout the Project Planning Process. It is also the SHA objective to minimally impact the environmental, social and natural resources within the project limits.

Very truly yours,

Cynthia D. Simpson
 Deputy Director
 Office of Planning and
 Preliminary Engineering

By:

Melissa Kosenak
 Project Engineer
 Project Planning Division

cc: Ms. Carmeletta Harris, Project Manager, State Highway Administration
 Mr. Darrell Sacks, Environmental Manager, State Highway Administration

My telephone number is _____
 Maryland Relay Service for Impaired Hearing or Speech
 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Commenter #3

Patricia R. Lane
4400 Brookeville Road
Brookeville, MD 20833

October 24, 2001

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary
Engineering
Mail Stop C-301
Box 717
Baltimore, MD 21203-0717

Re: MD 97 – Brookeville Transportation Study

Dear Sir/Madam:

As a resident of the Brookeville area, I thank you for this opportunity to comment on the proposed Brookeville bypass. While I do not live within the incorporated boundaries of the town, I do live in a location (Brookeville Road) that could be quite severely impacted by the decision made. For that reason, I am writing to express my strong request for you to examine closely the effects on Brookeville Road should you choose any of the choices that include a roundabout that would give further access to Brookeville Road. Any form of greater access to Brookeville Road will increase the amount of traffic with serious consequences attached.

Brookeville Road is a rural, country road that is currently accommodating far too many cars on a daily basis than the road can logistically handle. The physical characteristics of the roadway make the overuse more significant. The road has no markings or lines delineating either the centerline or the edge of the road. This is a crucial note as the road does not have shoulders or readily available open areas that would permit motorists to pull off the road. Although the posted speed limit ranges from 30 miles/hour to 35 miles/hour, the speed limit is never followed or enforced. [This is not a pejorative comment on our law enforcement officers, but simply a fact.] Large farm equipment moving quite slowly use Brookeville Road on a daily basis – as do bikers, joggers, and horseback riders. Vehicular traffic has to coexist with much slower traffic, and that doesn't always end up with a peaceful coexistence. With the topography of the road as it is and with no shoulders, increasing the number of faster moving cars on the road will, undoubtedly, increase the odds of serious injuries and accidents exponentially.

An increase in the amount of traffic on Brookeville Road will also increase the number of wildlife/auto accidents. Brookeville Road is lined with wooded areas and

small stretches of open areas that would permit perfect causeways for wildlife to use to cross the street. The woods are heavily populated with deer, fox, and other wildlife. Due to the fact that there is little to no area that drivers can use to avoid collision with wildlife, the number of fatal accidents involving human/wildlife collisions will most certainly rise. This could place a heavy toll on safety for both humans and wildlife.

From an economic side, an increase in traffic on Brookeville Road could severely damage the property value of those homes that front the road. The increase could also affect the use of the properties, as safety on the road becomes a real concern. For instance, how does an individual transport his large equipment to another non-adjacent piece of his property? Is it prudent to keep horses or livestock next to a busy cut-through road? Is it safe to mow your own property that abuts the road when a large number of cars are whizzing by?

A review of the alternatives listed, apart from the no-action alternative, outline two alternatives that would not automatically increase the traffic on Brookeville Road while still accomplishing the goal to relieve the town of Brookeville from the North-South congestion problem. While Alternative 5 would be readily acceptable, the cost and displacement factors probably make that Alternative untenable. Alternative 8B, on the other hand, would satisfy the objectives of the residents of Brookeville, while not automatically increasing the amount of traffic on Brookeville Road. The selection of Alternative 8B would, therefore, satisfy both groups of residents living in the area.

From a personal view, we moved to Brookeville Road because of its rural nature and its slow pace. In the approximately seven years that we have lived here, we have witnessed an incredible growth in the amount of traffic on the road. To pick an alternative that would add to that growth would destroy the rural nature of this area. For the residents along Brookeville Road, our quality of life would be dramatically and seriously degraded. Our illusion of safety when we drive on the road on which we live would be destroyed. I can only urge you to consider all the alternatives and their effect on the surrounding area closely and to reject any alternative that would create a roundabout with access to Brookeville Road. Please don't destroy the reason why most of us moved here in the first place.

Once again, I thank you for the opportunity to comment. Please feel free to contact me should you have any questions.

Sincerely,

Patricia R. Lane

Patricia R. Lane

cc: Representative Connie Morella

Response to Commenter #3

**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 28, 2001

Ms. Patricia Lane
4400 Brookeville Road
Brookeville MD 20833

Dear Ms. Lane:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your support for Alternate 8B has been. Your concerns regarding the congestion on Brookeville Road have been noted and for this project, roundabouts are included as a method to calm traffic flow by lowering the speed limit to 15 miles per hour at the roundabouts.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies. The citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, October 3, 2001 will be also utilized in the decision making process.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmelella T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmelella T. Harris, Project Manager, State Highway Administration
Mr. Darrell Sacks, Environmental Manager, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2236 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Supplemental Response: Please refer to Speaker Response 22.

Commenter #4

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

MD 97 BROOKVILLE TRANSPORTATION PROJECT PROJECT NO. MO748B11

Location/Design Public Hearing
Wednesday, October 3, 2001
5:30 P.M.

Rosa M. Parks Middle School
19200 Olney Mill Road
Olney MD 20832

PLEASE PRINT NAME NICHOLAS MORIARTY DATE 10/6/01
ADDRESS 19213 WILLOW GROVE ROAD
CITY OLNEY STATE MD ZIP

I/We wish to comment or inquire about the following aspects of this project:

I really enjoyed the presentation. I now understand the options and issues. I would like to make the following comments.

- 1) *If large trucks are a problem, as they appear to be, I would suggest not allowing them to go thru Brookeville, regardless of which option is chosen.*
- 2) *Although the focus of the meeting was MD 97 Brookeville, this road is part of a large system for Montgomery County and the state, and this should be considered in any decision. You are in the best position to evaluate the larger impact.*

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

October 3, 2001 Location/Design Public Hearing

Response to Commenter #4



Maryland Department of Transportation State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 5, 2001

Mr. Nicholas Moriarty
19213 Willow Grove Road
Olney MD 20832

Dear Mr. Moriarty:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting a truck ban through Brookeville as well as evaluating MD 97 as a part of the overall Montgomery County road system have been noted.

1,2

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, December 3, 2001.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmeleta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeleta Harris, Project Manager, State Highway Administration
Mr. Darrell Sacks, Environmental Manager, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Supplemental Response: The SHA has decided to remove the existing MD 97 bridge over Reddy Branch. This, in conjunction with future access into Brookeville from the west being limited to the two proposed roundabouts, will likely deter truck traffic with the exception of local deliveries. In addition, completion of the Bordley Drive to MD 97 will provide an east-west connection for trucks needing to access the expanding residential development in the area.

Commenter #5

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTSMD 97 BROOKEVILLE TRANSPORTATION PROJECT
PROJECT NO. MO746B11Location/Design Public Hearing
Wednesday, October 3, 2001
5:30 P.M.Rosa M. Parks Middle School
19200 Olney Mill Road
Olney MD 20832Maryland Department of Transportation
State Highway Administration

October 25, 2001

Ms. Caroline Nash
3415 Brookeville Road
Brookeville MD 20833

Dear Ms. Nash:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. As per your request, your name has been added to the project mailing list.

The SHA has reduced the impacts to the Nash property active agricultural land with the development of Alternate 7, Alternate 8A and Alternate 8B, over the previous Alternates 3 and Alternate 4 Modified. The SHA is committed to minimizing the environmental, cultural, and social resources impacted along the western alternates.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to the citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, December 3, 2001.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmelita T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

NAME CAROLINE NASH DATE OCT. 3, 2001
PLEASE PRINT ADDRESS 3415 BROKEVILLE RD
CITY BROKEVILLE STATE MD ZIP 20833
I/we wish to comment or inquire about the following aspects of this project:

My family lives the farm on the corner of 97 and Brookeville Rd. The western alternate will impact our east field. Our east field is farmed w/ crops such as soybeans or corn. We request with emphasis, that if an alternative is chosen that is westerly, it be as little damage to this field as possible.

Part of the charm and beauty of historic Brookeville is that it is a farming community. Ours is the last farm of the village that has not fallen to development. We urge you to preserve this beauty on our livelihood (farming) by not destroying this field on the corner in any drastic way.

☒ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

October 3, 2001 Location/Design Public Hearing

Commenter #6

Comments of John O'Loughlin on DEIS for Brookeville Bypass

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O'Loughlin

20521 Riggs Hill Way
Brookeville, Maryland 20833
October 25, 2001

Via Facsimile, E-Mail, and U.S. Mail

Ms. Carmeletha Harris
Project Manager
Maryland State Highway Administration
Mailstop C-301
707 North Calvert Street
Baltimore, MD 21202

Re: Brookeville Bypass Draft Environmental Impact Statement

Dear Ms. Harris:

I am submitting this letter in response to your invitation to comment on the Draft Environmental Impact Statement (DEIS) for the Maryland Route 97 Brookeville Bypass Transportation Study and the Location/Design Public Hearing. For the record, I have lived in Montgomery County most of my life and am now a resident of the Brookeville Farms subdivision northeast of the Town of Brookeville. Although I am the past President of the Brookeville Farms Homeowners Association, Inc., these comments are submitted on behalf of me and my family and do not necessarily reflect the views of the HOA or my neighbors.

As an initial statement, I believe that the record amply demonstrates that there is a need for a bypass to meet the stated objectives: to improve traffic operations and safety on MD 97 and reduce increasing traffic in the Town of Brookeville. Therefore, the "no-build alternate" should not be selected. This notwithstanding, for reasons set forth more fully below, I continue to oppose the eastern alternate (Alternate 5C) as well as any western alternate that incorporates a connection of MD 97 with Brookeville Road (i.e., Alternate 7 and Alternate 8A).

Clearly there is a need to build a bypass. The traffic problem is almost 50 years in the making and has grown exponentially in the last decade. The path MD 97 takes through Brookeville is wholly inadequate because the Town predates the invention of the automobile, and the Town's 18th Century planners certainly never contemplated the need to accommodate early 21st Century commuter traffic. But, in attempting to address the need to improve traffic flow and remove the onslaught of north-south traffic from the Town, we should do so in a way that does not attract additional traffic to the surrounding neighborhoods. More particularly, in solving the Town's traffic problem, we should not foist the traffic off on other communities and should not create conditions that invite more east-west commuters through the area.

To that end, the proposed traffic calming measures at the north and south end of each bypass alternate appear to be a good idea. Physical limitations on the road's capacity and speed are essential in preventing or limiting future deterioration of the area from increased traffic because administrative or institutional controls have proven to be worthless. Indeed, Montgomery County's promise to restrict future growth north of the Town is an empty pledge. In the short time since then-Council President Leggett replied to Governor Glendening's letter outlining the Smart Growth conditions under which the project planning could continue, the Planning Commission has granted final approval to nearly 100 new single-family lots in the vicinity of Sunshine, just a few miles north of the proposed Bypass. I am not saying that the density of the approved development is not in conformity with the existing zoning, and certainly those landowners are within their rights to develop the land (just as we did so before them). Rather, my point is that any road projects must include physical characteristics that restrain the number and speed of cars because we cannot rely on the assurances of politicians or on speed limit enforcement by police, who simply do not have the resources to regulate the speed.

The Governor's letter also contained an important condition limiting the circumstances under which planning for the Bypass could continue. The Governor imposed, and the County accepted, the following restriction:

Permanent easement to be held by an entity such as the Maryland Environmental Trust must border the entire roadway to ensure no future access, widening or connection to the bypass is possible.

In my view, two of the western alternates (Alternate 7 and 8A) should be removed from further consideration. These two alternates do not conform to the requirement in Governor Glendening's letter that there be no connection to the Bypass because they connect with Brookeville Road. None of the preliminary designs for the Bypass showed any kind of intersection with Brookeville Road even though they showed some detail for how the Bypass would connect at the north and south ends. All of the preliminary designs – including all of those presented to Gov. Glendening and President Leggett – included an overpass at Brookeville Road rather than an intersection or roundabout. The first introduction of roundabouts was in 2000, more than a year after the Governor's letter. Thus, there is no evidence in the record that the written agreement between those two elected officials contemplated any connection with Brookeville Road. Indeed, the passage quoted above makes no mention of a connection with Brookeville Road. If our elected officials had intended to exclude an intersection with Brookeville Road from the

¹ Letter from The Honorable Parris N. Glendening to The Honorable Isiah Leggett, March 5, 1999. President Leggett accepted the Governor's conditions in a reply letter dated March 9, 1999.

Commenter #6

Comments of John O'Loughlin on DEIS for Brookeville Bypass

Comments of John O'Loughlin on DEIS for Brookeville Bypass

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above restriction, they could have done so. They did not. Accordingly, any bypass that incorporates an intersection or roundabout with Brookeville Road fails to satisfy the condition and either (1) Montgomery County must pay for 100% of the cost of the Bypass or (2) the Bypass must not be built. Thus, Alternates 7 and 8A should receive further consideration.

It has been suggested that the connection with Brookeville Road may not violate the Smart Growth conditions because it does not create a new connection since MD 97 currently connects with Brookeville Road. This flawed assertion overlooks two important points. First, once Bordly Drive and the Bypass are completed, there will be two ways to get from Brighton Dam Road to Brookeville Road, thus effectively doubling the east-west road capacity through and around Brookeville. Second, the combination of Bordly Drive and the Bypass with a roundabout will make the east-west commute much easier than it is currently, thus attracting new commuters who may have been previously deterred by the western end of Brighton Dam Road and the bottlenecks in the Town of Brookeville, as well as allowing all drivers to go faster. Therefore, it is simply not possible to state in good faith that a connection with Brookeville Road is consistent with the Smart Growth conditions.

In addition to my opposition to Alternates 7 and 8A on the principles outlined above, I oppose any bypass that includes an intersection with Brookeville Road because of the real and present danger that such an intersection or roundabout could result in increased east-west traffic through our area. The Brookeville Bypass is supposed to address the north-south traffic on MD 97. It should not create an east-west traffic problem on other roads.

I also oppose Alternate 5C for obvious reasons. The most important of these are (a) the taking of property and displacement of five of our neighbors, (b) the destruction of the Brookeville Farms neighborhood, and (c) the enormous cost.

Below I address my specific concerns with the various alternatives and identify selected reasons where the DEIS is inadequate.

A. Alternate 5C – the eastern bypass

The eastern alternate, Alternate 5C, is so ridiculous that it warrants only a brief discussion. The configuration requires much more land, many bridges, and nearly trip the cost. Moreover, Alternate 5C would require the displacement of five families in the Sunnymead subdivision, directly impact several properties in Brookeville Farms, and have an indirect impact on many other homes and families in Brookeville Farms.

As a taxpayer, I am appalled that this expensive alternate remains under consideration. The idea of a north-south bypass for Brookeville has been kicked around for nearly 30 years. Yet, neither the State nor the County made any effort to preserve

right of way for the eastern alternative. All of the houses directly affected are less than 10 years old, some are only 2 years old, and one is actually under construction this very day. Even if the directly impacted families are fully compensated for their financial losses (at taxpayer expense!), those of us remaining will have to live with the physical, aesthetic, and economic destruction of our neighborhood with no compensation whatsoever. Indeed, the DEIS indicates that even the homes immediately abutting the eastern right of way will not qualify for sound barriers according to the State's criteria because sound abatement is too expensive on a per-house basis.

The eastern alternate exemplifies how bankrupt the entire process for designing and building roads has become in this area. Just a few years ago we had over 300 acres of undeveloped land in what is now Brookeville Farms that could have easily accommodated both Bordly Drive and the Bypass while still allowing harmonious residential use. A large portion of Brookeville Farms was open field in the shadow of the PEPCO transmission lines and would have been perfectly suited for use as a right of way for both roads. Now, just like what was done with Bordly Drive, after the lots are laid out and houses are built, the State is trying to squeeze a highway in between our houses.

The proposed right of way for Alternate 5C cuts right through a substantial forest conservation easement on land owned by the 64 homeowners in Brookeville Farms. This land was expressly set aside during development, consistent with Maryland's forest conservation law, because of its value as a nature preserve supporting wildlife and the environment. As a consequence, the lots in Brookeville Farms were clustered in such a way as to minimize the clearing of existing forest. In addition, the developer was required to plant additional trees to compensate for any forest that was removed. All of the cost of this was passed on to the 64 families in Brookeville Farms. Now, the State is proposing to clear not only some of the newly planted trees, but also a substantial parcel of older forest that had been expressly protected. Thus, not only will the eastern alternate slice right through the heart of our neighborhood with an elevated highway, but it will ruin one of the significant natural features which drew many of us to the neighborhood. This is simply not the right way to perform land use and road planning. Notably, the right of way for the three western alternates is publicly owned and has been designated for future highway use for many years.

There are numerous examples of flaws in the DEIS with respect to Alternate 5C. Because I have been assured by so many officials and consultants that there is no reasonable expectation 5C will be built, I simply note the following in order to preserve the right to challenge the Final EIS in the future.

- The DEIS acknowledges that 5C would cause a "substantial increase" of 10dBA or more for several homes in Brookeville Farms. (DEIS p.IV-32.) Yet, sound abatement is presumptively too expensive on a per-house basis according to State criteria. (pp. IV-37 – 39.) For the western alternates, sound impact to residents of Dubarry, Rena, and Islander is one of the

Commenter #6

Comments of John O'Loughlin on DEIS for Brookeville Bypass

Comments of John O'Loughlin on DEIS for Brookeville Bypass

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reasons some people prefer the lower rights of way (Alternates 7 and 8 because they believe the grade-separated road (Alternate 8B) will have more of a noise impact on their neighborhood. This results in the inequitable situation where noise is used as a criteria for selecting between the western alternates but is predetermined to not be a significant factor with respect to making accommodations for the western alternate.

- The DEIS pays brief attention to the Pleasant Hill Plantation ruins and cemetery. The cemetery is located approximately 33 feet from the edge of the right of way, yet the DEIS recommends only that it be fenced during construction and monitored (whatever that means). Not only will the eastern alternate make the cemetery effectively inaccessible to pedestrians because of safety concerns, it will undoubtedly cause further deterioration of the graves from vibration and pollution. Members of one of Maryland's prominent families are buried there. The DEIS simply provides inadequate consideration of the impact to this historic site.
- Figure IV-6 does not reflect the substantial forest conservation area within Brookeville Farms that is protected by an easement and the rest of the document ignores that the right of way for the eastern right of way travel through this privately funded forest conservation area.

B. Alternates 7 and 8A

1. The Connection With Brookeville Road Violates Smart Growth

Two of the western alternates, Alternates 7 and 8A, do not conform to the requirement in Governor Glendening's letter that there be no connection to the Bypass because they connect with Brookeville Road. Therefore, these alternates should be removed from further consideration. The roundabouts Brookeville Road are a terrible idea for several reasons. A roundabout at Brookeville Road will make it much easier east-west traffic to come through this part of the County. Currently, residents of Clarksville and Columbia who work in Gaithersburg have to negotiate the windy portion of Brighton Dam Road, deal with the 2-way stop in Brookeville, and then try to turn onto Brookeville Road in the face of the onslaught of southbound cars on MD 97. Even though the current use is too much, this configuration has served as a significant deterrent to even more cars using this route and has somewhat limited the speed of those who use it. The combination of Bordly Drive and the roundabout at Brookeville Road will eliminate all three of these obstacles and make this a seamless way for Howard County commuters to reach Gaithersburg and Interstate 270 via Brookeville Road, Muncaster Road, and Shady Grove Road.

This is bad not just for the families on Bordly Drive, this is bad for everyone in the area. The addition of better roads and the elimination of bottlenecks will increase overall east-west traffic in the area, which is bad for the Brookeville Road residents.

well as the Brookeville Town residents when the commuters start trying to find shortcuts and cut-throughs to shave off the precious 5 minutes from their commute whenever there is a traffic jam or accident.

In addition, it is just a matter of time before the State or County starts improving the connection between Brookeville Road and Muncaster Road, and then the connection between Muncaster Road and Shady Grove Road. Once that is done, commuters will have a de facto parkway connecting Columbia to Gaithersburg cutting right through Northeast Montgomery County and all of our neighborhoods. That is clearly in none of our interest.

The DEIS is entirely inadequate with respect to Alternates 7 and 8A because the study area was deliberately limited to the immediate vicinity of Brookeville and expressly ignored environmental impacts to points east and west of Town, such as Clarksville and Zion. The study did not analyze secondary or cumulative impacts associated with Howard County based on an assumption that zoning in western Howard County will "not accommodate large-scale residential development." Evidently the author of that portion of the DEIS has not been to Clarksville in the last 10 years. The pace and density of development in and around Clarksville far outpaces that in northeast Montgomery County. Furthermore, the report acknowledges that MD Route 32 is planned for improvement north of Route 108, yet makes no assessment for potential population growth northeast of the study area. As described below, the Maryland Department of Transportation's (MDOT's) own statistics show that the rapid increase in residential development in western Howard County is primarily responsible for the increase in east-west traffic in northeast Montgomery County. Yet, inexplicably, the DEIS ignores this evidence.

2. The DEIS for Alternates 7 and 8A is Deficient

A sample of the deficiencies in the DEIS with respect to Alternates 7 and 8A are provided below:

- Environmental Justice. The DEIS (p.IV-2) asserts that there is no unfair impact imposed by the right of way on concentrations of minority or historically disadvantaged populations. Because the study was limited exclusively to the right of way and the immediate vicinity of the Town of Brookeville, it gave no consideration to the impact of the Bypass on Zion. Zion is a small community just west of Brookeville at the intersection of Brookeville Road and Zion Road. Zion was founded by freed slaves and to this day is populated by their descendants. Any version of the Bypass that includes access to Brookeville Road must include an assessment of the impact to Zion inflicted by increased east-west traffic on Brookeville Road.

Commenter #6

Comments of John O'Loughlin on DEIS for Brookeville Bypass

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- The DEIS does not even mention Oakley Cabin, a historic site associated with the Underground Railroad located on Brookeville Road just east of the Town of Brookeville. Any version of the Bypass that includes access to Brookeville Road must include an assessment of the impact to Oakley Cabin inflicted by increased east-west traffic on Brookeville Road.
- The DEIS does not discuss the designation by Montgomery County of Brookeville Road as a Rural Rustic Road or of the Brighton Dam Road as Interim Rural Rustic Road. Any version of the Bypass that includes access to Brookeville Road must include an assessment of the impact inflicted by increased east-west traffic on Brookeville Road and Brighton Dam Road. Moreover, the assessment should include an evaluation of how an at-grade roundabout could be constructed in a manner consistent with the Rural Rustic Road designation.

- The DEIS states (p.IV-27) that the air quality analysis assumed an ambient temperature of 20°F and a composite 8-hour average of 35°F. Given that these figures do not represent reality anywhere in the mid-Atlantic United States, the report should include an explanation for why these defaults were used so that mere laypersons can understand the analysis.

- The DEIS reflects an air quality analysis conducted only on or near Rt. 97. The study did not analyze any receptors east of 200 Market Street or at any point west of town on Brookeville Road, including the village of Zion. Any version of the Bypass that includes access to Brookeville Road must include an assessment of the air quality impact to Zion and other points east and west of Brookeville.

- The DEIS asserts that there will be no appreciable population increase in zones 593 or 584, northeast and west of Brookeville. For the two zones, the DEIS states that there are fewer than 1000 homes with no appreciable increase from 1990 to 2020. Yet, the recent development of the Abrams, Dennit, Reitman, Childs properties alone have created nearly 200 new home sites between the late 1990s and 2004 or 2005. The DEIS should explain why it is reasonable to conclude that there will be no appreciable increase over 30 year when in just the past 6 or 7 there has been nearly a 10% increase in the number of new homes.

3. The DEIS Fails to Analyze East-West Traffic Impacts

The fatal flaw in the DEIS with respect to Alternates 7 and 8A is that it does not analyze east-west traffic at all. In fact, it almost appears as though the analysis was conducted prior to the time when the roundabouts at Brookeville Road were first concocted. For example, the DEIS states that the Bypass is "not anticipated to encourage

Comments of John O'Loughlin on DEIS for Brookeville Bypass

8

secondary and cumulative development because the proposed roadway will limit access to two locations north and south of Brookeville." (DEIS p.IV-50, emphasis added.) The DEIS goes on to assert that secondary impacts are not expected to occur and that there are only minor cumulative effects within the study area. According to the DEIS, the basis for this conclusion is the stated project purpose and need (i.e., improving MD 97 through the Town) and "SHA's commitment to limited access." (DEIS pp. IV-73-74.) In specific reference to the condition of no connection placed on the project by the Governor, the DEIS states as follows:

SHA's commitment to the four conditions . . . place unprecedented restrictions on future "loosening" of the project's initial purpose and need. Should a build alternate be selected, the placement of permanent easements along its alignment closes any future attempt to provide controlled access, widening or other connections to it. In addition, any capacity that the build alternate might add to the network cannot be used to allow development outside the boundaries of the Town of Brookeville. These conditions are an effort to successfully comply with Smart Growth requirements and at the same time meet the viable traffic concerns with existing MD 97 through the Historic Town of Brookeville.

(DEIS p. IV-74.) It is clear that the traffic analysis and assessment of indirect environmental impacts simply did not consider the effect of east-east traffic posed by a connection between the Bypass and Brookeville Road. Therefore, not only would Alternates 7 and 8A fail to satisfy the condition of no connection established by the Governor and agreed to by the County Council, the DEIS itself fails to comply with the requirement that it analyze all environmental impacts of the project because it consciously omits an analysis of east-west traffic caused by a connection with Brookeville Road.

4. The East-West Traffic Impact Will Be Substantial

Having established above that the DEIS failed to address impacts caused by east-west traffic, it will not be adequate for the State to simply assert that those impacts will be minimal. Our investigation of the east-west traffic patterns during the debate about Bordly Drive demonstrated that the problem is real and growing, irrespective of the County's ambivalence. The traffic problem in the area has been growing exponentially and the addition of Bordly Drive will invite more commuter traffic. The following analysis is based on traffic counts obtained from Montgomery County's Department of Public Works and Transportation (DPWT) and MDOT.

Commenter #6

Comments of John O'Loughlin on DEIS for Brookeville Bypass

Comments of John O'Loughlin on DEIS for Brookeville Bypass

10

- In 1972, the daily (7am-7pm) traffic on Brighton Dam Road west of Route 650 (New Hampshire Avenue) was 257 cars. Of that, 96 cars (37%) came from or went to points east of Route 650. Since there are relatively few homes between Route 650 and the Howard County border at the Brighton Dam, it is reasonable to conclude that the vast majority of these cars come from Clarksville, Columbia, and other locations in Howard County.
- By 1986, the number of cars on Brighton Dam Road west of Route 650 had risen to 359 cars a day, an approximately 40% increase over 14 years. Of that total, 189 cars went to or from Howard County. The Howard County traffic at that point represented 53% of the total traffic. More importantly, almost all of the increase in traffic on Brighton Dam Road was attributable to Howard County. The Brighton Dam total rose from 257 to 359, or 102 additional cars the Howard share rose from 96 to 189, or 93 additional cars.
- The 1996 figures reflect the explosion in development in Clarksville and Columbia, coupled with the growth in jobs in Gaithersburg, Rockville, and Germantown. By 1996, traffic on Brighton Dam Road west of Route 650 had increased to 1,592 cars – a 350% increase in 10 years. Of that total, 1,196 cars were from Howard County. That number is 75% of all east-west traffic on Brighton Dam Road west of Route 650.
- 1,196 of the cars in the 1996 study were going to or from Howard County. That number is 75% of all east-west traffic on Brighton Dam Road west of Route 650. Moreover, a rush-hour study conducted on May 30, 1996, showed that from 7am to 9am, 218 cars were headed westbound on Brighton Dam Road west of Route 650 while 107 were headed eastbound. During the 4pm to 6pm period, the numbers were reversed, with 174 cars headed eastbound on Brighton Dam Road and 74 headed westbound. These numbers show that by a 2 to 1 ratio, cars travel west in the morning and east in the evening, supporting our conclusion that the bulk of the traffic is caused by people who live in Howard County and work somewhere in Montgomery County.

In the debate about Bordly Drive, DPWT mischaracterized the traffic counts. The County estimated traffic on Bordly Drive at approximately 2,500 cars per day in 2020.² The estimate is not worthy of serious consideration. The estimate of 2,500 cars per day for the year 2020 reflects only a 57% increase from the 1996 estimate of 1,592 cars. This increase is inconsistent with the empirical evidence showing a 350% increase in the 10 years from 1986 to 1996. (Please see Table 1, below.) How can traffic increase 350% in 10 years but be expected to increase by only 57% in the next 24 years after the road is improved?

² Fiscal Year 1999 Capital Improvements Program Budget Request, Bordly Drive Extended – No. 509941, Jan. 10, 1998.

Table 1 - DPWT-MDOT Traffic Counts Brighton Dam Road Bordly Drive³

Year	Cars	Percent Increase
1972	257	N/A
1986	359	40%
1996	1,592	350%
2020 estimated Bordly	2,500	57%

Moreover, the estimate does not appear to factor in the amount of additional traffic that will be attracted to this corridor once the improved road becomes well known. Worse still, it does not even acknowledge the potential impact of the substantial development already approved by the County for the area east of New Hampshire Ave. north of Brighton Dam (the Demit Property of approximately 92 homes). The attraction of Bordly as a commuter route will only be exacerbated by a connection between the Bypass and Brookeville Road and the continued substantial development in the Clarksville-Columbia area.

The record demonstrates that the Town of Brookeville has dedicated itself to removing all traffic, both north-south and east-west, from its roads. Although I sympathize with their predicament, their "at-all-costs" approach is neither admirable nor fair. As it stands, any version of the Bypass will eliminate approximately 85% of the Town's traffic burden. With any of the three western alternates, the traffic is moved not to another neighborhood but to a parkland that has been set aside for that purpose. In contrast, the eastern alternate would simply move the traffic from their neighborhood into ours. Moreover, when Bordly Drive is completed, regardless of which Bypass alternate is selected, Brookeville Farms will absorb via Bordly Drive most of the current east-west traffic. That is not good enough for the Town, however. They want the Bypass to connect to Brookeville Road to ensure that practically every east-west traveler opts to use Bordly and the Bypass to connect with Brookeville Road so that they avoid the Town entirely. By complying with their demands, the State and County will simply plant the seeds for this exact same problem to fester in Brookeville Farms. If the goal of the State is to improve east-west traffic, especially in the absence of an Intercounty Connector, then the State should properly plan to use rights of way that do not have homes on them (i.e., not Bordly Drive). Do not exploit the Bypass as an opportunity to slip in a critical

³ Figures are for Brighton Dam Road west of Route 650, New Hampshire Avenue, and are taken from Maryland State Highway Administration and Montgomery County Department of Public Works reports dated 3/15/72; 1/30/86; 5/30/96; and 10/2/96 (attached as Exhibit K). The 2020 estimate is for Bordly Drive and was provided by DPWT at the February 1998 public hearing. The 2,500 number also appears in the CIP budget request, but that document does not show that the estimate is for the year 2020.

Commenter #6

Comments of John O'Loughlin on DEIS for Brookeville Bypass	11	Comments of John O'Loughlin on DEIS for Brookeville Bypass	12
east-west link in the transportation network without proper analysis, public notice, and opportunity for comment. ⁴		I appreciate the opportunity to comment on the proposal and the DEIS. I am available during the day at 202-682-7050 if you would like to discuss any aspect of my comments.	
C. Alternate 8B		Respectfully submitted,	

For all of the foregoing reasons, it appears that only Alternative 8B both conforms to the Smart Growth prerequisites and minimizes the likelihood of inviting a significant increase in east-west traffic. Alternate 8B is not without its faults. Most notably, the residents of Dubarry, Rena, and Islander are quite understandably concerned with the noise coming from an elevated bypass, which the bridge over Brookeville Road would require. From what I have been told, part of the reason the road is proposed to slope the way it does is to maintain a 50 mph design speed. What possible sense could it make to build a road segment less than one mile long with traffic calming measures at both ends yet with a design of 50 mph? Instead, Option 8B should have as low a grade as possible as it passes near the Dubarry and Rena residences and incline only as needed to accommodate the Brookeville Road overpass. As with the traffic circles, limiting the design speed is the type of physical constraint that is the only way to ensure that the Bypass retains a modest speed and is not allowed in the future to deviate from the Smart Growth conditions placed on the project.

D. Conclusion

In conclusion, only option 8B meets all of the Smart Growth criteria while being cost-effective, minimizing detrimental impacts, and not inviting additional east-west traffic. Alternate 8B should be modified to a lower grade and lower design speed, and all possible measures to minimize the noise and visual impact on the surrounding properties should be incorporated in the design and construction.

⁴ I also note for the record that the State has made no effort to reach out to Zion or to the Brookeville Farms HOA. During my tenure as President, my repeated requests to be added to the mailing list and working group went ignored, and I was only invited to one working group session after making a fuss. To this day, the HOA is not listed in any of the State's records as a stakeholder.

Supplemental Response: Please refer to Speaker Response #16.

Response to Commenter #6


**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 30, 2001

Mr. John B. O'Loughlin, Jr.
20521 Riggs Hill Way
Brookeville MD 20833

Dear Mr. O'Loughlin:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your support for Alternate 8B and your opposition to the No-Build Alternate and Alternates 5C, 7 and 8A have been noted.

In order for the MD 97 Brookeville Transportation Project to continue to proceed after the Smart Growth and Neighborhood legislation, this project study needs to address the Smart Growth criteria developed by the Governor's office. The at-grade or grade-separated connection at Brookeville Road is still being evaluated along with each of the alternatives. For this project, roundabouts are designed into the alternatives as a method to calm traffic and limit traffic growth. Also, Alternate 7 and Alternate 8B were developed to not create any new access to Brookeville Road.

The No-Build Alternate, Alternate 7, Alternate 8A, Alternate 8B and Alternate 5C are all considered feasible alternatives under the National Environmental Protection Agency (NEPA) laws, which require any transportation projects receiving federal funding to investigate all reasonable alternatives that avoid or minimize impacts to environmental, natural and social economic resources (i.e., historic districts, parks, streams, woodland, endangered species environmental justice, etc...)

Your concerns regarding Smart Growth, Environmental Justice, and traffic will be addressed in the Final Environmental Impact Statement (FEIS).

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002. During this process, continued coordination with the federal, state and local government agencies will occur. The citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, October 3, 2001 will be also utilized in the decision making process.

My telephone number is _____
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. John B. O'Loughlin, Jr.
Page Two

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmelella T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmelella T. Harris, Project Manager, State Highway Administration
Ms. Shannon Rousey, Environmental Manager, State Highway Administration

Supplemental Response: Please refer to Response 16 to Mr. O'Loughlin presented previously in this section.

Commenter #7

Response to Commenter #7

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MD 97 BROOKESVILLE TRANSPORTATION PROJECT
PROJECT NO. MO746B11

Location/Design Public Hearing
Wednesday, October 3, 2001
5:30 P.M.

Rosa M. Parks Middle School
19200 Olney Mill Road
Olney MD 20832

PLEASE PRINT NAME ADAM SACHS DATE 10/3/01
ADDRESS 20300 LUBAR WAY
CITY BROOKESVILLE STATE MD ZIP 20833

1 [IMA, which is comment as in item about the following alternate of 5C in alternate. My family and I are adamantly opposed to the East Bypass, Alternate 5C.

Prior to purchasing our home in Brookeville Farms, we did our homework and visited the Parks and Planning Office. The words they used to describe our backyard were "conservation zone," "reforestation zone," and "wetland." We happily signed the papers.

2 [As a Brookeville Farms resident, I am deeply saddened by the possibility of losing the very quality of life we moved to Brookeville for in the first place, specifically a private wooded lot with minimal traffic noise.

As a taxpayer, I would ask the State Highway Administration to dismiss the \$34MM, 2+ mile 5C Alternative that demands the relocation of 5 new residences and 1 new business. Of course, we will need to add a couple dozen or so residential displacements to that list, including my own. My neighbors and my family would move from Brookeville rather than come home every night to a 2-lane shouldered bypass straddling our property lines.

We moved from Montgomery Village to Brookeville Farms last year in part to escape the sirens, motorcycles and constant traffic. We moved to Brookeville Farms so that our 7-year old son could play in our backyard unthreatened by speeding cars. We love our new Brookeville neighborhood and sincerely hope that its peace and integrity will be maintained and preserved.

Thank you for your consideration.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

October 3, 2001 Location/Design Public Hearing



Maryland Department of Transportation
State Highway Administration

November 14, 2001

Mr. Adam Sachs
20300 Lubar Way
Brookeville MD 20833

Dear Mr. Sachs:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your opposition to Alternate 5C as well as your concerns about the conservation areas have been noted.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies. The citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, October 3, 2001 will be also considered in the decision making process.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmeletha T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletha Harris, Project Manager, State Highway Administration
Ms. Shannon Rousey, Environmental Manager, State Highway Administration

My telephone number is _____
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1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Supplemental Response: Please refer to Response 10 to Speaker 10 presented previously in this section.

Commenter #8

October 8, 2001

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Mail Stop C-301
Box 717
Baltimore, Md. 21203-0717

Regarding: Md. 97 Brookeville Transportation Project
Project No. MO746B11

Dear Sirs:

I wish to add the following comments to those which were given by others on October 3, 2001.

As Chairman of the Longwood Advisory Committee I have, in the past, given much oral and written testimony concerning the critical need to preserve the Longwood Recreation Center as a full-service facility to serve generations to come (in the greater Olney/Brookeville area). There was never a question as to the need of a By-Pass. The Longwood Advisory Committee has always concurred with the need for the Brookeville By-Pass it just had trouble with past proposed locations.

I would like to add my support to "proposed Alternate 7". This route appears to meet most of the needs that have been raised over the many years this project has been under discussion.

I would like to add two more very important justifications to build the By-Pass and to build it so that it does not eliminate any part of the Longwood Recreation Center property:

1. In the event of a national emergency requiring the evacuation of the Olney area or necessitating the trucking of water, food, supplies, etc. into the Olney area, Route 97 is the only major north/south corridor in which to accomplish such actions.

2. In the event of a terrorist action in the Olney area it would be imperative to have all of the land area of the present Longwood Center available for helicopter landings; bus staging area for military equipment; etc.

I hope these comments are of assistance.

Sincerely,

Ben J. Santaiti
Ben J. Santaiti, Chairman Emeritus
Longwood Recreation Center Advisory Committee
3508 Falling Green Road
Olney, Md. 20832



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 26, 2001

Mr. Ben J. Santaiti, Chairman Emeritus
Longwood Recreational Center Advisory Committee
3508 Falling Green Road
Olney MD 20832

Dear Mr. Santaiti:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting proposed Alternate 7 have been noted.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, December 3, 2001.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmeletha Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletha Harris, Project Manager, State Highway Administration
Mr. Darrell Sacks, Environmental manager, State Highway Administration

My telephone number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Supplemental Response: The SHA Selected Alternate 7 Modified would utilize the M-NCPPC's land reserved for transportation use and not impact the Longwood Community Center property.

Commenter #9

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTSMD 97 BROOKESVILLE TRANSPORTATION PROJECT
PROJECT NO. M0746B11Location/Design Public Hearing
Wednesday, October 3, 2001
5:30 P.M.Rosa M. Parks Middle School
19200 Olney Mill Road
Olney MD 20832

NAME LEITH SPEIDEN DATE 10-16-01
 PLEASE PRINT ADDRESS 19217 MOUNT AIRY RD.
 CITY BROOKESVILLE STATE MD ZIP 20833

I/We wish to comment or inquire about the following aspects of this project:

1 [THE TRAFFIC BETWEEN RT 108 TO RT 28
 IS ALREADY VERY CONGESTED IT CAN TAKE
 UP TO 30 MINUTES DURING RUSH HOURS, GOING
 SOUTH ON RT 97 BETWEEN RT 108/28, HAS
 THERE BEEN A TRAFFIC STUDY EVALUATING
 INCREASED TRAFFIC FROM NORTHERN COUNTIES?
 THERE WOULD BE A HUGE TRAFFIC BOTTLE NECK
 BETWEEN RT 108 TO RT 28.
 I WOULD LIKE THE "NO BUILD" OPTION UNTIL
 THE RT 108 TO RT 28 VIA RT 97 IS SOLVED.
 THANK YOU FOR YOUR TIME.

2 [Seith Speiden

☐ Please add my/our name(s) to the Mailing List.☐ Please delete my/our name(s) from the Mailing List

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

October 3, 2001 Location/Design Public Hearing

Response to Commenter #9

Maryland Department of Transportation
State Highway Administration

Parris N. Glendingen
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 29, 2001

Mr. Leith Speiden
19217 Mount Airy Road
Brookeville MD 20833

Dear Mr. Speiden:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your support for the No-Build Alternate has been noted. Traffic issues between MD 108 and MD 28 are currently being studied.

1,2 [

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002. During this process, continued coordination with the federal, state and local government agencies will occur. The citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, October 3, 2001 will be also utilized in the decision making process.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmelella T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmelella T. Harris, Project Manager, State Highway Administration
 Ms. Shannon Rousey, Environmental Manager, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
 1-800-735-2258 Statewide Toll Free

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 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Commenter #10

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTSMD 97 BROOKVILLE TRANSPORTATION PROJECT
PROJECT NO. MO746B11Location/Design Public Hearing
Wednesday, October 3, 2001
5:30 P.M.Rosa M. Parks Middle School
19200 Olney Mill Road
Olney MD 20832

PLEASE PRINT	NAME <u>GIL TADMOR</u>	DATE <u>9/22/01</u>
	ADDRESS <u>4324 Leedo Hall Drive</u>	
	CITY <u>Olney</u>	STATE <u>MD</u> ZIP <u>20832</u>

We wish to comment or inquire about the following aspects of this project:

I'm not sure if the recommendation process includes (or how it should include) input from the local residents. In any case I carefully read the (excellent, if I may add) brochure and as a result of comparing the options thought that option 8B seems a good choice. I took into account cost, future expansion, and maintaining some of the smaller "secondary" roads for cyclists.

☐ Please add my/our name(s) to the Mailing List.☐ Please delete my/our name(s) from the Mailing List

Persons who have received a copy of this brochure through the mail are already on the project mailing list.

October 3, 2001 Location/Design Public Hearing

Response to Commenter #10

Maryland Department of Transportation
State Highway AdministrationParris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 25, 2001

Mr. Gil Tadmor
4324 Leedo Hall Drive
Olney MD 20832

Dear Mr. Tadmor:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your support for Alternate 8B has been noted and will be considered during our selection of a preferred alternate.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, December 3, 2001.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmeletha Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division
cc: Ms. Carmeletha Harris, Project Manager, State Highway Administration
Mr. Darrell Sacks, Environmental Manager, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll FreeMailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Supplemental Response: Please refer to Speaker Response #22.

Commenter #11

October 3, 2001

Testimony at Public Hearing on October 3, 2001, before Maryland State Highway Administration
Reference to: Location/Design Study for Brookeville Bypass

My name is Clyde W. Unglesbee and I live at 20 High Street, Brookeville. Having lived here since 1949, and having served thirty years as a Town Commissioner for Brookeville, I feel eminently qualified to address the desperate need for a bypass of this gem of a historic town located here on the northern tip of Montgomery County.

The purpose of the study & this hearing, as printed in the brochure announcing this location/design hearing is well stated, and I quote -- "The purpose of the study is to remove the increasing traffic volumes from the town - and improve traffic operations & safety on existing Maryland 97, and preserve the historic character of the Town."

I believe a very important point needs to be made here and now. On Page #2 of SHA's brochure there is a section under "Project History" which states that in January 1995 a project planning study was initiated. I submit that from a SHA perspective this timing is technically accurate. However, I wish to spend a few minutes in summarizing and expanding the picture of the historical significance on what has brought us even this far. You see, simply stated, I am concerned that more recent arrivals of some of the community residents may have a tendency to view this as a need that has recently developed in the last six years or so. And so I am convinced that there is a need to more fully document the long struggle and would therefore attempt to take you briefly on a chronological journey that has finally brought us to this evening and this hearing.

I respectfully request that you indulge me now as we put this issue on re-wind as we briefly look at an early occurrence sometime during the "50's. Please believe me, this will be relative as I would like to begin by quoting an excerpt from a letter written by Mr. Richard Kimmel to Doug Duncan, Montgomery County Executive, bearing a date of April 1999. I quote --

"While driving through the Village of Brookeville, passing Salem Methodist Church, the one-room school I attended, and other historic landmarks, I was saddened that the highway situation has not been resolved. The planners in the 1950's saw the need for a Bypass. Road reservations were established across the front of the Longwood property I owned at that time. When they expired I felt so strongly that the time was right for alleviating the traffic that was then creating havoc and hazards in the quaint town of Brookeville, that I donated the ground to the State. Yes, to encourage prompt development of the bypass, the parcel designated for road reservation was transferred to the State for the sum of \$1.00!"

Now - let us move quickly to 1966. At that time the Olney Chamber of Commerce was in its infancy - just two years old - and as a representative of the Chamber I was personally engaged in assisting in the creation of the very first Olney Master Plan - this in the year 1966 (35 years ago)!

Now fast forward again -- In one of SHA's brochures, June 8, 2000, there is an acknowledgment that the approved and adopted Master Plan for Olney in 1980 does indeed show a proposed location of Maryland Rt. 97 Bypassing Brookeville on the West side. As a matter of fact, I have a notation in my files that in July 2000 I called a Park & Planning representative and got a verbal confirmation of this, plus the fact that the same information was indeed shown on the 1966 Olney Master Plan.

Now I would like to propel you on to another step on this chronological journey. As a matter of record there is on file a letter directed to Mr. Slade Caltrider, SHA Administrator, bearing date of December 15, 1983, and the subject matter was a written

- 2 -

request made at that time to SHA by the Brookeville Town Commissioners, and I quote a significant excerpt from this official document:

"The Town Commissioners and citizens of the community are extremely concerned that this growth in traffic seriously jeopardizes the safety of residents and motorists alike. Additionally, the traffic is posing a real threat to the historic fabric of Brookeville, a town listed on the National Register of Historic Places and of importance in the State's as well as the Nation's history."

I will not belabor the point of quoting the entire request, except to say we asked that funds be identified to plan, develop and execute such a new road, while pointing out that the bypass had indeed been incorporated into the Olney Master Plan.

Incidentally, in the "Olney Courier-Gazette" dated December 21, 1983, there was a significant article referring to the Town's request to SHA for action on a Bypass (reported by "Wick Byron" as an editorial in the Gazette during that era.) My only reason for this reference is to underscore and emphasize that there has been public knowledge concerning the increasing need for action to deal with some of the traffic problems that have only become more hazardous with each passing year of the past couple of decades.

I don't believe that I did mention that Mr. Caltrider did respond somewhat in February 1984 by stating that "A Md. 97 Bypass of Brookeville was not on the current elected officials priority list then, and the SHA therefore is not in a position to consider the planning studies requested."

Moving on a bit -- From this 1983 effort, nothing much happened for a few years. But on December 30, 1988, there was a press release made public that informed the community that the Brookeville Commissioners had made and released a dramatic video tape of the town's traffic conditions, and this tape was made available to the political community from the Governor's office on down, including SHA's management team.

Following up these events, the first recorded public forum was brought before the community at large and was convened and chaired by the then President of the Montgomery County Council, Michael ("Mike") Gudis. And so it was according to the records that the very first public community effort was made by convening this assembly in the Brookeville Academy on November 1, 1989. (As I remember, the attendees were nearly literally hanging from the proverbial ceiling.)

I appreciate your patience up to this point, and I hope this begins to lift these various pieces of action up and let the record show that for many years this struggle has been being played out - and remind those who may not be aware that the concern, the study, did not just begin in this community in January 1995.

And my friends, here we are these many years later - some of us having suffered through innumerable meetings, focus groups, town hall meetings, and all of this input including the emergence of the Governor's new Smart Growth Policy in 1999 which temporarily derailed any progress that had been made - but now, hopefully we are back on course and on the verge of officially witnessing some action on this - the location and design phase. This is progress? My, I certainly hope so, but on the time line basis I presumably will be over 100 years old and extremely doubtful of ever personally experiencing the exhilaration of actually finding the Brookeville bypass in use as a reality. Be that as it may, let us get on with correcting this massive problem for the benefit of succeeding generations!

There is one more thought to be raised. In 1994 (during Brookeville's Bicentennial celebration, SHA did conduct a traffic count showing then there were 6,300 vehicles per day

Commenter #11

Response to Commenter #11



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

-3-

November 29, 2001

passing through town, and now here in this brochure there is a traffic count done in 1995 (1 year later) that states the count then at 8,500 per day north of town and 9,000 south of town with a projection presumably based on the "No Build" option that in year 2020 these numbers would continue to mushroom to 17,000 north and 18,000 south of town -- pure gridlock -- i.e. death by choking!

You surely must recognize that even now pedestrians in Brookeville and those of us attempting to exit our driveways or cross the street find it nearly impossible to proceed safely, except out of the kindness of some very courteous and understanding motorists who permit us some limited access.

I do suppose though that now I must go on record as to which option I consider to be my #1 choice. My wife and I do support Alternate #7 as being the most likely and appropriate in moving this issue off dead center and into the decisive column. We believe it will provide much of the relief so vigorously sought, and also is estimated to be among the least costly of all options. It appears that Alternate #7 along with #8A & 8B do not require any residential or commercial displacements whereas Alternate #5 requires 5 residential and one commercial property displacements - at a projected cost of thirty-two million plus.

And so with this final effort to close, I would hope and even beg to realize that the discussions, the studies, and any political or other posturing would all cease - and please - let us move with "post haste" - exercise every means of effort to provide this much needed relief to the thousands of daily commuters, as well as this effort to give us "Brookevillians" our town back!

Let me close with this poignant incident, one which I believe rather dramatically portrays some peaked measure of frustration that many, many folks are experiencing daily. Just last week between 5:30 - 6 p.m. I was working in my yard as the daily traffic cauldron agonizingly slowly made its way in a stop & go mode northward (as far as I could) southward - at least to Goldmine Road, the line was solid. All of a sudden I heard a voice from one of the "stop & go" vehicles call my name and commented - "Hi, Clyde, who are all of these people I spend every afternoon with - and I don't know anybody!" My response? - An acknowledgment that I heard her and a "shrug of my shoulders." I rest my case!

Thanks for listening!

Clyde W. Unglesbee
CLYDE W. UNGLESBEE

Mr. Clyde W. Unglesbee
20 High Street
Brookeville MD 20833

Dear Mr. Unglesbee:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your support for Alternate 7 has been noted, as well as the residents of Brookeville foresight in highlighting the need for a bypass on MD 97 over the years. The SHA will continue to move forward in the planning process to identify a preferred bypass, which will address safety and the concerns of both the motorists and the residents.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002. During this process, continued coordination with the federal, state and local government agencies will occur. The citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, October 3, 2001 will be also utilized in the decision making process.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmelella T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmelella T. Harris, Project Manager, State Highway Administration
Ms. Shannon Rousey, Environmental Manager, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Supplemental Response: Please refer to Response 19 to Speaker 19 presented previously in this section. Currently, there is no funding established for design and construction of the MD 97 Brookeville Project.

Commenter #12

Response to Commenter #12



Maryland Department of Transportation
State Highway Administration

Parris N. Glendering
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MD 97 BROOKVILLE TRANSPORTATION PROJECT
PROJECT NO. MO746B11

Location/Design Public Hearing
Wednesday, October 3, 2001
5:30 P.M.

Rosa M. Parks Middle School
19200 Olney Mill Road
Olney MD 20832

October 26, 2001

Mr. Robert H. Van Druff
3024 Holiday Drive
Brookeville MD 20833

Dear Mr. Van Druff:

Thank you for your interest in the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your support for Brookeville bypass Alternate 5C or Alternate 7 have been noted.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, December 3, 2001.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmeletha Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division

cc:

Ms. Carmeletha Harris, Project Manager, State Highway Administration
Mr. Darrell Sacks, Environmental Manager, State Highway Administration

My telephone number is _____
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

October 3, 2001 Location/Design Public Hearing

Supplemental Response: Please refer to Response 13 to Speaker 13 presented previously in this section.

PLEASE PRINT NAME ROBERT H. VAN DRUFF DATE 10-3-01
ADDRESS 3024 HOLIDAY DRIVE
CITY BROOKVILLE STATE MD ZIP 20833

I/we wish to comment or inquire about the following aspects of this project:

I AM IN FAVOR OF A Bypass ALLE BYPASS
AND I MAY ADD 'SO ARE THE HUNDREDS OF ROUTE 97
DAILY USERS!!

SHORT & SWEET

Robert H. Van Druff

PS I WOULD PREFER #1, '5C' #2, '7'

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

Commenter #13

Response to Commenter #13



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 26, 2001

Mr. Weinrich
21110 Georgia Avenue
Brookeville MD 20833

Dear Mr. Weinrich:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. As per your request, your name has been added to the project mailing list and your support for the No-Build has been noted.

The purpose of this study is to remove the increasing traffic volumes from the Town of Brookeville, improve traffic operations and safety on existing MD 97, and preserve the historic character of the town. The need for this project takes into consideration the future traffic along MD 97 (Georgia Avenue) and safety as well.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, December 3, 2001.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmelella T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/ OR COMMENTS

MD 97 BROKEVILLE TRANSPORTATION PROJECT
PROJECT NO. MO748B11

Location/Design Public Hearing
Wednesday, October 3, 2001
5:30 P.M.

Rosa M. Parks Middle School
19200 Olney Mill Road
Olney MD 20832

PLEASE PRINT
NAME Weinrich DATE 10/3/01
ADDRESS 21110 Georgia Ave.
CITY Brookeville STATE MD ZIP 20833

I/We wish to comment or inquire about the following aspects of this project:

The costs of any of the alternatives do not seem to be worth the efforts of the proposed project. None of the alternatives will completely bypass Brookeville - they only bypass the historic district, which does not seem to suffer substantially from the traffic. Building of the bypass may actually encourage increased traffic through surrounding residential areas along Rte 97 + Brookeville Road, as commuters will want to utilize the new bypass. Also, new housing residents will have to endure congestion + traffic during the build phase. I would rather use the money to improve other roads or schools. We support the "No Build" option.

☒ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

October 3, 2001 Location/Design Public Hearing

Commenter #14

Response to Commenter #14

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO746B11

LOCATION/DESIGN PUBLIC HEARING
MD 97 (BROOKVILLE)

FROM GOLD MINE ROAD TO NORTH OF HOLIDAY DRIVE

WEDNESDAY, OCTOBER 3, 2001, 5:30 P.M. - 9:00 P.M.

ROSA PARK MIDDLE SCHOOL

19200 OLNEY MILL ROAD

OLNEY, MD 20832

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 29, 2001

Ms. Leslie Wiercinski
2706 Lubar Drive
Brookeville MD 20833

Dear Ms. Wiercinski:

PLEASE PRINT NAME Leslie S. Wiercinski DATE 10.24.01
ADDRESS 2706 Lubar Drive
CITY Brookeville STATE MD ZIP 20833

We wish to comment or inquire about the following aspects of this project:

My family offered testimony at the presentation on 10-3-01. We are against Alternative B because it is too costly, would require moving families from their homes, and would follow a beautiful wooded wet land.

We recommend alternative B!

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your support for Alternate 8B has been noted.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002. During this process, coordination with the federal, state and local government agencies will occur. The citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, October 3, 2001 will be also utilized in the decision making process.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmelita T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmelita T. Harris, Project Manager, State Highway Administration
Ms. Shannon Rousey, Environmental Manager, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

☐ Please add my/our name(s) to the Mailing List.☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Supplemental Response: Please refer to supplemental response to Commenter # 10 presented previously in this section.

Commenter #15

Response to Commenter #15



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 29, 2001

Mr. Michael Wiercinski
2706 Lubbar Drive
Brookeville MD 20833

Dear Mr. Wiercinski:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your support for Alternate 8B has been noted.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002. During this process, continued coordination with the federal, state and local government agencies will occur. The citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, October 3, 2001 will be also utilized in the decision making process.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmelita T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmelita T. Harris, Project Manager, State Highway Administration
Mr. Darrell Sacks, Environmental Manager, State Highway Administration

My telephone number is _____
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO746BII
LOCATION/DESIGN PUBLIC HEARING
MD 97 (BROOKEVILLE)
FROM GOLD MINE ROAD TO NORTH OF HOLIDAY DRIVE
WEDNESDAY, OCTOBER 3, 2001, 5:30 P.M. - 9:00 P.M.
ROSA PARK MIDDLE SCHOOL
19200 OLNEY MILL ROAD
OLNEY, MD 20832

NAME MICHAEL WIERCINSKI DATE 10/23/01
PLEASE PRINT ADDRESS 2706 LUBBAR DRIVE
CITY BROOKEVILLE STATE MD ZIP 20833

We wish to comment or inquire about the following aspects of this project:

- ① ALTERNATE 5C SHOULD NOT BE FURTHER CONSIDERED BECAUSE: A. NOT COMPATIBLE WITH THE BROOKEVILLE FARMS NEIGHBORHOOD B. NOISE LEVELS WILL BE EXTREMELY HIGH - WITHIN 200' OF RESIDENCE - ELEVATED C. ALIGNMENT IS WITHIN A PRINCIPAL NO-BUILD FORESTED STREAM VALLEY - NOT GOOD PRACTICE D. HIGHEST CUMULATIVE ENVIRONMENTAL IMPACTS E. AT HIGHEST CONSTRUCTION COST
- ② RECOMMEND ALTERNATE 8B BECAUSE: A. EFFECTIVELY BYPASSES NORTH-SOUTH TRAFFIC AROUND BROOKEVILLE BUT DOES NOT IMPACT BROOKEVILLE ROAD WITH HEAVY TRAFFIC VOLUME. SEEMS TO SUPPORT THE TRUSTIC ROAD DESIGN OF BROOKEVILLE ROAD AND THE SPIRIT OF "SMART GROWTH" BY NOT ENCOURAGING ADDITIONAL TRAFFIC ON THAT ROAD. ALSO, WOULD TEND TO DISCOURAGE TRAFFIC THROUGH BROOKEVILLE FARMS AS SEEN TO BE CONSTRUCTED EXTENSION OF BORDNEY DRIVE.

☒ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Supplemental Response: Please refer to Response 16 to Speaker 16 presented previously in this section.

Commenter #16

Response to Commenter #16

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MD 97 BROOKESVILLE TRANSPORTATION PROJECT

PROJECT NO. MD746B11

Location/Design Public Hearing
Wednesday, October 3, 2001
5:30 P.M.Rosa M. Parks Middle School
19200 Olney Mill Road
Olney MD 20832Maryland Department of Transportation
State Highway AdministrationParris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 5, 2001

Mr. J. Mills Williams
18904 Old Baltimore Road
Brookeville MD 20833

Dear Mr. Williams:

Thank you for your comments regarding the MD 97 Brookeville Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting Alternate 8B have been noted.

The purpose of the proposed roundabouts is to slow down the flow of traffic. The roundabouts, designed for a speed of 15 miles per hour, will be capable of accommodating tractor-trailers as well as school buses.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 97 Brookeville Location/Design Public hearing held on Wednesday, December 3, 2001.

Again, thank you for your interest in the MD 97 Brookeville Project. If you have any further questions or comments, please feel free to contact Carmelita T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division

My telephone number is _____

 Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

 Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

PLEASE PRINT NAME J. Mills Williams DATE October 3, 2001
ADDRESS 18904 Old Baltimore Road
CITY Brookeville STATE MD ZIP 20833

I/We wish to comment or inquire about the following aspects of this project:

My written comments with regard to the project:
 • Alternate 1 (no build) should be dropped from consideration; a bypass IS NEEDED.
 • Alternate 5C should NOT be considered. IT is too expensive and disrupts too many homes/businesses.
 • Alternate 8A is not desirable because it has too many roundabouts.
 • Alternate 7 is okay; however, the Brookeville Road roundabout will lead to many accidents and make Brookeville Road a much used road.
 ⇒ • Alternate 8B is the best alternative. I am against roundabouts because I consider them safety hazards. There will be many accidents at each roundabout.
 1. WA within

☐ Please add my/our name(s) to the Mailing List.☐ Please delete my/our name(s) from the Mailing List

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

October 3, 2001 Location/Design Public Hearing

Supplemental Response: Please refer to Response 16 to Speaker 16 presented previously in this section.